the Mayor and the Board of A sistents, this body adjourned DEBATE IN BOARD OF ALDERMEN-CLOSING SCENES-EX

PRISTIONS OF VIRTUOUS INDIGNATION—TAXES FOR 1854
At 11 o'clo're Saturday morning the Board of Aldermon met in their Chamber pursuant to adjournment. There was a fair attendance of Aldermon, considering that their faul disclution as a legislative body was so mear at hand. Previous to the Board being called to order, jokes were passed round among the members, but they appeared dall. The laugh which in days long past sounded so merry, now sounded holicw and, altogesher, it was a mournful scene. The loud and beisterous voices of the Aldermen when in the beat of debate, had now dwinfiled down so as to be scarcely sucible. The Board having been called to order, the minutes of the last meeting were read and approved. The question relative to the exterior line of the Battery enlargement and the building of a new slip, pier and ferry from the Battery westward of Vanderbüt's pier and ferry to Staten Island, was called up by Ald. Smith.

Ald. Tieman was opposed to the building of the pier, but had no objection to the narrowing of the exterior line of the Battery enlargement. He would therefore move that all portions of the report relative to the building of the pier, &c., be omitted.

Aid. Smith remarked that the building of this pier would be no expense to the City, and would yield a re-

of the Battery enlargement. He would therefore move that all portions of the report relative to the building of the pier &c., be omitted.

Aid. Smith remarked that the building of this pier would be no expense to the City, and would yield a revenue to the Corporation of \$10,000 per annum. Mach care had been taken in drawing the resolutions, and they expressed just what was wanted, without any regard to special legislation. It was done with the sole view of benefitting the public.

Aid. Boyce would like to know, if the matter when passed, would increase the difficulties of the Common Council with Mr. Vanderbilt.

Ald. Denman could not see why all the travel from New-York should be landed at one point on Staten Island, and all should be directed through the City to the Battery. Why should it not be extended up the river? Brooklyn, Williamsburgh, and New Jersey, were all patronized for the purpose of subserving the interests of the wealthy and rich capitalists. People escaped by every new outlet from our island, and left the real estate holders who remained to pay up the taxtion they thus received. Still, ferries were voted every day, and almost when asked for by any person, no matter when, as if the true policy of the City Government had ever been to narrow the number of the tax payers, and, in fact, diminish the population of the island. We should like to think that the time would ever arrive when the Common Council would look at things in a different light, and legislate not for a few, but for the benefit of the bulk of the people.

Aid. Smith—How high would fence up all the ferries and alose as in upon the Island? You want all the people to Ney in the Sixteenth Ward.

Aid Denman—Yes, I would fence them up and never which the responsibility of saying it.

Aid. Smith—How high would he wish the well! [Laugh-ter]

Ald. Smith—How high would he wish the well I [Laughter].

Ald. Oakley said he was well aware that the ferries held
ent great inducements for people to leave New-York. Still
the development of the surrounding country would react
in time beneficially upon the City.

The Alderman of the Eleventh objected to this ferry on
the ground that if opened it would tend the more to crowd
Broadway by forcing all the travel toward Staten Island
into the First Ward.

Ald. Francis—The Broadway Railway, Sir, is intended
to draw population to the upper part of this island, and
cause it to settle there, and now we are required to open a
sluice gate to draw it off the island at the opposite end. I
deny the charge, Sir, that we have been indifferent to the
subject of population, for we, Sir—we, Sir, as a body of
men, have done more, Sir, to increase the population of the
island than any similar number of men will ever be found
to do. [Loud laughter.]

After some other remarks the question was taken and
the resolution carried.

island than any similar number of men will ever be found to do. [Loud laughter.]

After some other remarks the question was taken and the resolution carried.

The ordinance from the Board of Assistant Aldermen relative to the establishment of a railroad in Broadway was read, and by a unanimous vote referred to the Committee on Streets, to report at the Evening Session.

The Board then took a recess till 5 o'clock in the evening.

The Board assembled at 5 o'clock in the evening, pursuant to adjournment, but upon the roll being called there were many absentees.

The bill of Messrs. Kipp & Brown for stage hire, incurred about two years ago, in driving around a visting fire company from Philadelphia to see the "sights," was called up.

Ald Sturtsyant said that this bill had been signed two

curred about two years ago, in driving around a visting fire company from Philadelphia to see the "sights," was called up.

Ald. Sturtevant said that this bill had been signed two years ago by Ald. Franklin as Chairman of the Committee on Fire Department. That gentleman had no right to sign the same, as it was totally unauthorized. Ald. Franklin was now one of the prominent members of the Reform party, and he hoped the Reformers would not tax the present Board with the expenditure.

The Controller's Budget was then taken up.

Ald. Tweed desired to make a few observations to the Beard. He would commence by moving this Board that the report be amended by increasing the sum of \$75,000, estimated by the Controller for the support of the Department of Repairs and Supplies, to \$112,000. He did this the more readily as he was aware that every member of this Board was convinced of how inadequate a sum as that inserted in the ordinance would be for the purposes required, when they were aware that the City Government had already contracted for building a new "Firemen's Hall," which would alone cost more money than the amount set forth in the Controller's estimate. He was aware, and was assured that every member of the Board was aware that this estimate was made with a view of throwing an apparance over the whole communication that the City taxes have been reduced, when, in reality, it is only an effort to gain a fleeting popularity by transferring the greater bardente next year. Every one who is acquainted with the Controller, and knows of his official habits, is aware how difficult it is to get along with him, and he was opposed to his backing or enjoying himself, even for a time, in a noon day popular applause at the exponse of the credit of the heads of the City Departments. He said our friends the Reformers will soon find how taxes are to be roduced, and those gentlemen elected last fall will become soon aware of the process by which our City Government is made to appear very rich. In this instance, said he, every re

have had their full estimate sanctioned. He was glad he had an opportunity of stating his opinion of Mr. Flagg's popularity.

Ald Tiemann would say in instice to Mr. Flagg, that the other Board had approved of the estimates, but he was opposed to the cutting down of the one noder consideration. The Controller had made his report at the fag end of the year, and he was in favor of leaving the budget as it stood for their successors to act upon.

Ald. Boyee remarked that Mr. Flagg had managed this matter different from all of his predecessors.

Ald. Denman had examined these estimates, and found that they were made up from the reports of the heads of the several departments, and if a deliciency should occur, it was for them to ask the new Board to make it good. He was sware that if a million of dollars was appropriated some Aldermen would find a way to use every dollar of it. The tea room had been now transferred to Blackwell's Island, and as the members of the Board here had become more passive instruments in the hands of the heads of many of the departments, who were totally irresponsible, he would vote for leaving the affair with them, and when the deficiency arose let them meet it.

Ald. Tweed again observed that if any member of the Board would very carefully note the items of the estimate and separate the responsible from the irresponsible charments for which the estimates are sanctioned by the Controller, they would see the amount of taxafion to be ordered by the Common Council. He would ask if the Common Council had any control over the Board of Education or of the Governors of the Alms House? Neither this Board nor the citizens have the slightest control over their espenditure. They present no vouchers, and they may, if they please, spend \$10,000 on one banquet, and yet they are the only departments who get all they ask. The Police fund, the installment on bullding stock which was created in 1847, the deficiency of tax brought into 1833—these I do not refer to. But I do say that the Board of Education is Alus-House erection 95,000 00 Poilce \$235,515 00
Alus-House erection 95,000 00 Total \$2,02,03 50
Common Schools... 683,313 50 City Government 2,404,786 71

Commes Schools. Sp. 200 of Total. Sp. 201,335 of Commes Schools. Ges. 213 of City Government. 2, 241,736 71

This is the result, and I ask the people if a City such as ours, daily receiving an immense population of the idle, degenerate, victous and good from all parts of the world, could be governed at a less expense? And I am sorry to say that the public press, either willfully or otherwise, has always avoided placing those facts before the people. I am, Sir, myself willing to take all the blame that can be justly placed upon this Common Council; and although it is searcely worth my while to notice the many calumnies that have been heaped upon us for the past two years, still I cannot avoid referring to them on this occasion in opposition to such an estimate. If Mr. Flagg has really reduced the City taxes, why, give him credit for it; but when I find that a reduction is attempted to be shown by estimating with \$73,000 when he knows that \$112,000 is required, I wish to expose the latter to the public.

Ald. Denman spoke of the complaints which had been sounded long and loud against the Common Council for the people's burdens. The cry was for retreachment, and he for one was willing to give retrenchment, even if it stopped the wheels of the City Government, and he hoped that they would stop; the people would then see that retrenchment was not reform. Their successors would have to make good the deficiencies that might arise.

Ald. Boyce moved to lay the report on the table, but withdrew his motion.

Ald. Tweed again observed that it was true the Governors of the Alms House have banquetted many times at the palaces on Blackwell's Island; the Controller had been invited and was often present. It was also true that he was met with obsequious lie salve and tongue homage; but whether the wine he had imbibed or the fiastery he had met with had made him believe he was infallible, the specker knew not. No other department extended to the Centroller this low, cringing obsequiesness. Their estimates, however, were not red

of sale at public anction. All persons are permitted to enjoy the streets for the purposes for which they were laid out, and to be used as highways, subject, however, to such legislative actions as may conduce to the welfare of the public.

Railways through the Oity have been deemed an important improvement upon the travel; and your Committee think that the policy of the City Government in their establishment will be fully justified bereafter. Still they cannot view the proposed measure with any favor, as it appears in the shape of a 'tranchise,' based of a simple permit to use the arrests. The Committee consider the Members of the Common Council Commissioners of the Highways, to results and keep in order the streets, and also to regulate the transit upon them, and, where her inventions can be used with safety to the public, to apply them to practical purposes. They cannot, therefore, recommend any other socion to be taken on this ordinance than to non-concess with the Board of Assistant Aldermen.

W.M. H. CORNELL. \( \) Committee on Streets.

Ald. Denman said that the ordinance of the Assistant Aldermen was in opposition to all the decisions of the high Courts, and more particularly to that of the late Chief Justice Jones, in the case of the Hudson River R allroad, and the Committee was adverse to contend with the Courts of Law.

The Report of the Committee was adopted unanimously.

and the Committee was adverse to contend with the Courte of Law.

The Report of the Committee was adopted unanimously, the ayes and noce not being called.

The Board, after some debate, concluded not to concar with the Board of Assistants in the adoption of the Controller's Badget for 1854, and the document was laid on the table. It has been published in our columns.

The Report and Ordinance to after the line of Battery extension, so as to afford better facilities to ferries, was adopted. The following resolutions give the particulars of the alternation:

\*\*Received\*\*. That a pier and builthoad be built, under the direction of the Street Commissioner, in the manner, and by the lesses, in the following resolution mentioned and epon the conditions therein ex-

extension, so as to afford better facilities to ferree, was adopted. The following resolutions give the particulars of the alteration:

\*\*Recolect.\*\* That a pier and builthead be built, under the direction of the Street Commissioner, in the manner, and by the lessee, in the following resolution merioned and eyes the conditions therein expressed, and the street, and westerly of the pier pressed, and the street, and westerly of the pier pressed, and the street, and westerly of the pier pressed, and the street, and westerly of the pier river or bay, and forty feet wide, secured by suitable blocks and good and substantial bridges of timber and piles and plant, from such blocks to the bulkhead, and to be a located that a slip or availtable her between the northerly end thereof and is made as a street and the Street Commissionary at the southeasterper, of forty feet, and at the outward end thereof and seven feet; and the Street Commissionary at the southeasterper, of forty feet, and at the content of the tempore of one bundred and seven feet; and the Street Commissionary at the southeasterper, of the Battery, in from the street of the removed so far to be completed in the complete in the conditions of from states lained, and the same is hereby set apart to that exclude the same pieces and the same in the same and the same in the same and the

BOARD OF ASSISTANT ALDERMEN.

SATURDAY, Dec. 31, 1853.—Report—Of Committee on Wharves, &c., to concur to grant exclusive use of piers Nes. 33 and 34, N. R. to George C. Byrne. Adopted.

Resolution—By Assistant Alderman Ring, that a committee of three be appointed to wait on His Honor the Mayor, end request him to return to this Board for reconsideration, the grant or resolution, giving permission to the Harlem Railroad Company, to lay rails in Bleecker, Crosby and Elm sts. Assistant Ald. Ring. Tait and Barker, were appointed said committee, who waited upon the Mayor, and returned, saying that His Honor the Mayor, for the reason that the proceeding was not a usual one, declined returning the paper. The committee was then discharged.

the reason that the proceeding was not a usual one, declined returning the paper. The committee was then discharged.

Of Committee on Fire Department, in favor of paying Floyd S. Grege for duty as a Fire Warden. Adopted.

Of Committee on Sewers, to concur for sewer in Eighthav., from Troy to Jane stz. Adopted.

From Board of Aldermen—Report in favor of procuring a location for Hose Co. No. 55. Concurred in.

Resolutions—By Assistant Ald. Barker, that the resolution adopted by this Board on the 30th inst., (in concurrence with the Board of Aldermen.) granting permission to the New-York and Harlem Company to lay rail tracks through Crosby, Elm. Bleecker, Prince, La Fayette place, and Astor place, together with all the permission and privileges contained in said resolution, be and the same is hereby rescinded. Adopted.

Preemble stating that the passage of the long passenger and freight cars of the Harlem and New-Havon Railroad impede the progress of passengers in the small cars and have a tendency to interfere with the business of the carmen of the City, with resolution that the Harlem Railroad Co. discontinue running said cars below Twenty seventh st. Laid on the table.

From Board of Aldermen—Resolution that plans be prepared and estimates advertised for building a house for Hose Co. No. 37. Concurred in.

Report in favor of appropriating \$50 for Hose Co. No. 55 in Amos st.

Resolution, that the salary of Joseph Coles, Clerk to the Commissioner of Streets and Lamps be fixed at \$800.—Concurred in.

Resolution, that the Controller advertise for a lot for a

Concurred in.

Resolution, that the Controller advertise for a lot for a location for Hose Co. No. 69, in lower part of Sixth Ward.

oncurred in.

Report, giving permission to the 6th and 8th av. Railand Companies to extend their track to Vesey st. Con-

road Companies to Section 19 Control in Resolution, to advertise for proposals to build a three-story house for Hese Co. No. 60. Concurred in.

Resolution, to pay Joseph B. Young \$150 for services to the various Committees of this Board during 1852 or 1853. Concurred in.

Resolution, that the room now occupied as Chamber of Assistant Addermen be appropriated to Court of

Resolution, that the room now occupied as Chamber of Board of Assistant Aldermen be appropriated to Court of Common Pleas, and suitably fitted up. Concurred in.

Resolution, to advertise proposals for building a Hose Carriage for Hose Co. No. 60. Concurred in.

Resolution, that \$150 be appropriated to pay Isaac G. Scixous for services as Clerk to Commissioners on Repairs and Supplies. Concurred in.

Resolution, to pay Ebenezer Evans \$100 for his services in serving papers for the Finance Committee. Concurred in.

From Board of Aldermen.—Readopting Report in favor of widening Battery place by setting back Battery railing from Broadway, notwithstanding the objections of His Honor the Mayor. Concurred in, 15 to 3.

Report, in favor of extending Park place to College place. Concurred in.

Report, in favor of extending Park place to College place. Concurred in.
Report in favor of lighting the streets of the City all night. Concurred in.
Rendopting report relative to change of Second avenue Railroad notwithstanding the objections of the Mayor. Laid on the table.
Report in favor of suspending Engine Company No. 18 for three months. Concurred in.
Awarding contract for 10,000 feet bose for Fire Department at 65 cents per feet. Concurred in.
Report in favor of organizing a Hydrant Company in Seventh Ward. Concurred in.
Report in favor of paying B. T. Sealey \$175 expense in curred to eject occupants of lots for tax sale. Concurred in.

red in.

Readopting report to pay Joseph Carliele \$70 for damage done to his property by Engine Company No. 9, notwithstanding the objections of his Honor the Mayor.

Concurrence lost.

Resolution to advertise for proposals to light the wharves.

By Assistant Ald. Barker—That the thanks of this Board are hereby tendered to C. T. McClenahan, E-q., Clerk of the Board of Assistant Aldermen, for his active and efficieiest aid to the members of this Board in the various subject matters that have been before them, and for his gentlemanly deportment in and about the arduous duties connected with his office. Unanimously adopted.

By same—That the thanks of this Board are hereby tendered to J. A. Towle, Deputy Clerk of this Board, for his unremitted attention to the duties of his office, and for his gentlemanly deportment in and about the duties assigned to him. Unanimously adopted.

By Assistant Ald. Breaden—That the thanks of this Board, for the courteons and efficient manner in which he has performed the duties of his office. Unanimously adopted.

which he has performed the duties of his bundle in monity adopted.

By Assistant Ald. O'Keefe—That the thanks of this Board be, and the same are hereby tendered to the several Reporters who have been in attendance on this Board. Unanimously adopted.

The Board then adjourned sine die.

From the minutes. J. T. Towns, Deputy Clerk.

In the report of Friday, on the vote giving permission to the Hariem Railroad Company to lay a track in Elm and other streets, Assistant Ald. Wheelan was stated to have voted in the affirmative—it should have been in the negative.]

This Committee meets at the Broadway House Ja for the purpose of organizing. The Committee is posed of five delegates from each Ward in the City,

is contested by the friends of Lophar Alms and its Barker" party.

BROOKLYN COMMON COUNCIL.

The last meeting of the old Board was held on Friday night, when all the unfinished business was brought up and disposed of. The Ferry and Water Committee, to which had been referred the communications of the Montague and Union Ferry Company asking a lease of the water fout at the foot of Fultons t., reported in favor, and the matter was referred to the next Board for disposal. The Alderman of the Eleventh Ward, to whomthe subject had been referred, reported in favor of suspending work on the Washington-park fence for the present, and recommended that the contractor have certificates granted him for work now due, which was adopted. Ald. Hawksharst offered the following resolution of thanks to the retiring President, John Rice, Esq., which was adopted:

Resized, That the prompt, impartial and efficient manner in which response.

John Mice, Edg., which was adopted.

Resided. That the prempt, impartial and efficient manner in Ald. Rice, the President of the Board, has discharged the aidules of said office, meets the entire approval of the Co

### SKETCHES OF LECTURES. THE SOCIAL INEQUALITY OF THE SEXES.

THE SOCIAL INEQUALITY OF THE SEXES.

BY EMMA R. COE.

Mrs. Coe delivered another lecture at the Broadway Tabernacle, on Friday evening, occupying nearly an hour and a half, with an able exposition of her theme. She commenced with a survey of the business fields allotted to man by social custom, and the general pleasurableness of his pursuits. Competition was open to him, without any restriction whatever. Not so with Woman. Society had prescribed a narrow sphere for her, and labeled all employment outside of it as "masculine." And then, when her work was done, pay equal to that received by her brother was out of the question. Half pay would be the maximum of her hopes.

The lecturer said that she would take the gentlemen of the audience, in imagination, into their own kitchens, and ask them to consider the state of things there. They would own that they were getting services for a dellar or two a week much harder than those of men in neighboring shops who were getting services for a dellar or two a week much harder than those of men in neighboring shops who were getting eight or ten dellars per week. So of field labor as compared with indoor labor. Who, she would inquire, did not know that it was more plensant to labor in the open field, with brow fanned by the cooling and invigorating breezes of heaven, than in the close kitchen over a blazing fire? And yet the female drudge in the kitchen was put off with less than half the wages paid to the mower or the plowman. She had known male teachers, in the same school room with females, receiving three or four times as much salary for doing less and easier labor. This urjust state of things was portrayed in glaring colors by the lecturer.

A general survey was next taken of the professions and eccumations of life generally, and it was urged that there

brother. In this connection the lecturer alluded to the fact that In this connection the lecturer alluded to the fact that she herself was now a student of law. The newspapers had stated the fact truly. She was studying law. Not that she had made up her mind to practice the legal profession, were that a pecuniary necessity. But she had made up her mind to test the disposition of the Courts as well as the policy of American law as affecting women, and she should ere long appear for examination. She intended to do what she could to demonstrate woman's capability for that as well as other pursuits not now deemed contraband. This announcement was warmly received by the audience. A glance at the physical organization of the female, as compared with the male, was next taken, and capacity insisted on as the only true test of right. Often the woman

was stronger in muscle than the man. She could then wield the ax or the sledge more easily than he, and she should be free to follow her inclination. It was absurd to deny her the privilege. The indications of providential design in the female character were examined briefly, and on these was based an argument for the natural rights of woman, which was at once clear and foreible. On the question of the mental equality of the sexes her positions were well maintained. It was shown that the seeming inequality was owing to the superior educational advantages provided for boys as compared with girls, and the efforts at the preparatory training of sons under the stimulus of expectation. The daughter was not expected to enter the more intellectual fields of labor, therefore no care was taken to prepare her for them.

The lecturer closed with a hurried glance at the rights of man, and an ingenious argument was instituted to show

The lecturer closed with a hurried glance at the rights of man, and an ingenious argument was instituted to show that his legal rights often became woman's social wrongs. The advantage which was often taken by the husband of his unequal legal privileges was denounced and ridiculed very effectively. The positions assumed in the lecture were, for the most part, well sustained.

The mental and moral characteristics of Lucretia Mott, Ernestine L. Rose, Paulina Wright Davis, Lucy Stone, Frances D. Gage, Caroline M. Severance, Antoinette L. Brown, and others were alluded to as a triumphant answer to the sneering of the opposers of the present movement in behalf of woman's elevation to her rightful, social and legal position.

legal position.

At times, the enforcement of her lecturer's views was At times, the enforcement of her fecturer's views was marked by decided beauty and clearness of thought and delivery. The entire lecture was well received, although the andience was, owing to the extreme storminess of the weather, composed mainly of the sex whose legal and social monopolies were the chief ground of complaint. She concluded said hearty applause.

## NEW YEARS DAY IN BROOKLYN.

The first day of the new year passed off in a very quiet and orderly manner in this city. The night previous advantage was taken of the fall of snow, which afforded very good sleighing, and the streets were made merry with the jingle of the bells. Large sleighing parties, drawn by six and eight horses, flitted along almost incessantly, while there was no lack of smaller establishments. The streets presented a lively and animated appearance till midnight— such as can only be witnessed in sleighing time—when quiet was again restored. To-day will be devoted to "calla," as usual, by young men generally. The Mayor has announced that he will receive his fellow-citizens at the City Hall, to exchange congratulations, between the hours of 10 and 12

# FATAL SHOOTING AFFRAY—CONFESSION OF THE PERPETRATOR.

About 11 o'clock on Friday night a fracas, in which several persons were engaged, took place at a porter-house, corner of First and North Seventh-sts, in Williamsburgh, kept by William Brennan, during which a young man named Michael Heran was shot with the contents of a fowling piece by Brennan. The charge of shot took effect in the 'eft side, producing almost instant death. As soon as Brennan discovered that he had wounded Horan, he caught him in his arms, kissed and wept over him until he expired, exclaiming that he had killed his best friend, and immediateproceeded to the Second Ward Station-House and delivered himself up.
On Saturday at 11 o'clock, Coroner Cooke summoned a

jury and proceeded to hold an inquest at the Station House. The prisoner was brought before the Coroner and Jury and Resolution to advertise for proposals to light the wharves, piers and slips. Concurred in.

Resolution to piece Gas lamp posts in all the streets where mains are now laid. Concurred in.

Awarding contract for building a new engine for Engine Co. No. 9, and appropriating \$2,700 therefor. Concurred in.

Resolution to advertise proposals to build a three-story house for the use of Hose Co. No. 5. Concurred in.

Resolutions.—By Assist. Ald. Woodward. That Engine Co. No. 18 he allowed to additional men. Adopted.

A Committee, consisting of Aldermen Starrovant and Tlemann, entered and stated to the President that the Board of Aldermen was about to adjourn, and desired to

and 1 um holes or that they imbibed villainous three cent. gin for popularity's sake, still he maligned and defamed them as much as he could. The case was submitted to the people at the last election, and the defamer was opposed by a member of this Board, who, although he did not go around hand in hand with a low harlot, beat him, and gave him leave to stay at home. This I call, Sir, a good test of popular feeling toward the members of this Board, and an index of what the people here think of special legislation at Albany. In conclusion, I move that the decement he laid on the table. Carried.

Ald Cornell, Chairman of the Committee on Streets to whom was referred the ordinance relative to a filt is Board hand through Broadway respectfully report:

That in consequence of the short apose of time allowed your Committee to consider the matter, they are usable to present the Board of Alberty is and provided the right of the word and their views at large upon the subject; but from the nature of the ordinance relative to the ordinance presented, they are clearly and the rights of the Board and the rights of the Board of Alberty levels at large upon the subject; but from the nature of the ordinance relative to the respect to the short apose of time allowed your Committee to consider the matter, they are usable to present the Board of the Board and the views at large upon the subject; but from the nature of the propose of the short apose of time allowed your Committee to consider the matter, they are usable to present the Board their views at large upon the subject; but from the nature of the propose of the short apose of time allowed your Committee to wait upon that Board to the thempton the sactive of the Board and the views at large upon the subject; but from the nature of the propose of the Board and the views at large upon the understant and the views at large upon the subject; but from the nature of the propose of the Board and the views at large upon the understant and the views at large upon the subject but from North Seventh eta; I went to bed at 10 o'clock last night, and ordered my barkseper to close ap the bouse; soon after I heard a noise below, and told my wife there was a fight; I went down and found deceased (Michael Horan) pushing George Murphy down upon a chair; I went between them and told deceased not to hurt Murphy; he replied that he would; I told him that I would not let him; he then caught hold of me by the neck, and we had a secuffie, and I finally got loose from him; there were four or five strangers present; one of them—a tall man—seized two glass decanters, and raised one to strike me with; I ran to a cupboard and took out an old sword; at the same time deceased was beating Murphy; I told them to go about their buriness; seeing that the sword did not frighten them. I told them I would soon make them go out, and immediately ran up stairs and got a double barreled gun; on coming down I ordered the party to go out, which they did; deceased turned back, and as he was coming in the door I said: "Mike, now go botte," at the same time placing the muale of the gun against his breast and pushing him, when the gun went off; I throwed down the gun, caught hold of him and asked him if he was hart; I do not recollect cocking the gun; I loaded it about three months since with shot to kill birds with; I had no intention of shooting him, but became frightened when I came down and saw the party beating Murphy, which was probably increased by the man taking the bottles in his hands; in the presence of Almighty God. I never intended to shoot Horan, and when I saw what I had done, I caught him in my sums and asked him if he was hurt; he never spoke; I told my wife what I had done, and then delivered myself up at the Second Ward Station-House. Deceased was in my house every day, and we were the greatest of friends, and never had any difficulty provious; I held the gun in both hands, but am not conscious of having cocked it; I was under the impression, when deceased turned to come back, that the party were coming also; I

By a Juror—Did you ever take the gun to any one before?

Answer—I took the gun once before and drove out two men who got into a fight, as i finally attacked me with a cart ring for interfering; a few days since I took the sword in my hand when two men made a disturbance, but did not threaten them.

John O'Conner, bar tender for Brennan, testified that he was present at the affray; Horan and his friends attacked Murj hy; I drove one of them out with a stick that strack Murjaby, but he came back; Brennan was in bed at this time; he soon after came down and tried to separate Horan and Murphy, and then went to a cupboard and took out a sword, a friend of deceased seized two bottles, went toward the door, and raised one as if to throw it; Brennan dropped the sword, and ran up stairs; I told the young man to go away for fear Mr. B. would come down and fice at him, as I thought he had gone for the gnn; Mr. B had ordered them out several times; when he came out with the gun he told deceased to go out, at the same time pushing him with the muzzle of the gun, when it went off; I did not hear him say anything except to order deceased to go out, bear him say anything except to order deceased to go out; the prisoner threw down his gun and said he had shot his best friend; he caught deceased in his arms, and cried and appeared to feel very bad; I know Horan and Brennan ware on figurally terms.

appeared to leet very dead, a land in the land of the were on friendly terms.

The testimony of Wm. and Thos. McDonough, friends of deceased and Charles Murphy, was taken, which corroborated in the main the above statements. It appears from their statements that the assailing party had drank several glasses of beer each. The verdict of the Jury was that Michael Horan came

to his death by a gun discharged while in the hands of Wm. Brennan. Signed—Henry Guischard, Foreman; John D. Hunt, Rapelyea Ward, John Vail, Richard Pink, and Hugh On the rendition of the verdict Coroner Cooke committed

the prisener to the County Jail to await trial. Deceased was a shipwright, about 30 years of age, and leaves a wife and two children, who reside in Fourth st., be-tween North Fifth and North Sixth-sts.

Deceased and Brennan were both men in good standing among their acquaintances, and were known to be on intimate terms, and it is the general impression that the deed

was unintentional.

SERIOUS CASE OF STABBING-RESULT OF

Shortly after 2 o'clock on Sunday afternoon, a gang of young rowdies were engaged in snowballing each other at the corner of Elizabeth and Houston-sts, when one of the balls struck a man in the face who was passing. He instantly became enraged, rushed across the street, and plunged a dirk into the right breast of Peter McKeon, one of the party. He then fled down Elizabeth st. and escaped. The injured youth was conveyed to his boarding house, No. 223 Elizabeth st, but his friends being unable to procure for him the attendance of a physician, Lieut O'Brien, of the Fourteenth Ward, procured a carriage, and had him taken to the New-York Hospital. His injuries it is feared will prove fatal, as the internal hemorrhage was excessive. The assailant is supposed to be a Spaniard, and though the police have but an imperfect description of him, they will endeaver to arrest him.

## SINKING OF A FERRY BOAT.

ferry-boat Onalaska was returning to Williamsburgh loaded with passengers, she was run into by the Bridge st. ferryboat Curlew, with such force as to cause a serious leak in her hull. The water rushed through the aperature in such quantities that the firemen were forced to go on deck. The passengers were not made aware that the boat was sinking, passengers were not made aware that the tous she entered thereby preventing consternation. At the time she entered the slip the water had filled up to the deck, and as soon as at was run toward th about. Here she sunk in shallow water

#### BOILER EXPLOSION-ONE MAN KILLED-SEVERAL BADLY SCALDED.

The boiler of the steam propeller Petrel exploded at 7 o clock on Saturday morning, while the vessel was passing through Hurl Gate, on her way from Providence, R. I. to this City. Peter Lynch, the fireman, was instantly killed and several others were badly scalded. Their names are Joseph Anderson, Engineer; Peter Williams, Assistant Engineer Henry Hughes, James Tiernan, Smith Thompson, Henry Nichols and Joseph Crosby, deck hands. Of these, the Engineer and his assistant, it is feared, are fatally in-jured. The wounded were brought to the City as quickly s possible and conveyed to the residences of themselves or friends. The body of the deceased was left on board the steamer, which was towed to the foot of Albany st., where Coroner Gamble, yesterday, held an inquest upon it. The evidence of Wm. M. Jones, captain of the vessel, was taken, and is as follows:

and is as follows:

"Peter Lynch, the deceased, has been employed on board the Petrel for about two weeks: we left Providence at noon, yesterday, for New-York; all things went well until 7 o'clock this morning; we had then reached Hart Gate, I was in the pilot house and heard an explosion; I found that the water bottom of the boiler had been blown out; on going into the fire-room; I found the deceased dead; the steam excaping from the boiler caused the two engineers and five deck hands to be scalled the steamer Granite State scon came up, and I placed the injured persons on koard of her and they were brought to the City; the steamer Nahant towed us to the pier at which we now lie; we were running at a moderate rate of speed, and were carrying about 35 pounds of steam to the inch; I think our certificate allows us to carry 30 pounds, but I believe we have never carried over 40 pounds."

The above was the principal evidence taken, and the Jury

The above was the principal evidence taken, and the Jury sendered the following verdict:

"That the decased came to his death by scalds received by the blowing out of the water bottom of the boiler of the steem propeller Petrel."

The deceased was a native of Canada, 23 years of ago.

THE ERER RIOTS .- If The Cleveland Herald is to be credited, the ringleaders of the riots of Erie are choice specimens of humanity. That paper states that at a meeting held in Eric on Monday last, one Lowry relieved himself of a speech, in which all manner of denunciation was heaped upon the Directors of the Eric and North East Road; he indulged in the most savage threats of vengeance, and made appeals to the mob to resist the grinding apprecian of railroad companies. This Lowry was followed by Mayor King, who seems to be a pleasant genius, and to express imself with peculiar delicacy. Hear him, as quoted by the

"He denounced Mr. Walker, of Erie, as a traitor and coundrel. In speaking of the Directors and Managers of he Railroads, he said, "We will whip them—will whip hem—will bury them so deep that electricity can't reach hem—we will whip them—we'll whip the guts out of hem."

Is Mayor King a pink ?

VIOLEST STORM.—A storm of snow, accompanied by violent winds, set in about 10 o'clock on Wednesday evening, and continued through the night. The snow was drifted considerably, but the sleighbells are lingling, for the first lime this season. It was one of those old fashloned snow storms that you read of! The snow has drifted considerably, and somewhat delayed the railroad trains, by the quantity which has fallen in the deep cuts. A few hours will smiles to clear the tracks, however.

FIRE AT FRANKLIN, CONN.—The contou mill in France, at together with its contents, was destroyed by fire on the 4th ult. Loss about \$15,000; insurance, \$12,000.

LIBERIA.

IPRIVATE Letters Communicated for The Tribuse.]

GOVERNMENT HOUSE,

MONBOYLA, Sept. 30, 1853. 5

DEAR SIR: The Shirley takes her departure to-morrow for the United States, and although I have nothing particularly new to write about, you will perhaps be pleased to learn that our public affairs are progressing quietly and satisfactority. No disturbance of importance exists among the native tribes by whom we are surrounded. Trade, considering the season is brisk, and steedily increasing—and agricultural prospects are good, and the general improvement in health, edmforts, buildings, &c., &c., of the several towns and villages of the Republic is decidedly executinging. On the whole, Sir, Liberia in every important particular is advancing as rapidly as might be reasonably expected; and I verily believe, that notwithstanding the doubts of The New York Herald, founded upon the doubts of The New York Herald, founded upon the doubts of The New York Herald, founded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the doubt of The New York Herald, sounded upon the Indiana the New York Herald, sounded upon the New York Herald, sounded upon the Herald upon the New York Herald, sounded upon the Herald upon the New York Herald, sounded upon the Herald upon t

BUCHANAN, (Liberia,) Wednesday, Sept. 14, 1853.

Buchanan, (Liberia,) Wednesday, Sept. 14, 1853.

Benjamin Coates, Esq.—Dear Sir:

I wrote and sent you a few lines by the Banshee, via Rio, and inclosed you a copy of resolutions passed by the Young Men's Debating Society, Buchanan, thanking you for your repeated donations of books. This institution is really doing well; in fact the improvement of the City of Buchanan in almost every respect has been unprecedented within the past twelve months. The new settlement (Lower Buchanan) is truly a charming place, to which the emigrants who arrived in the Banshee last June have proved a great acquisition. They appear to be a very industrious and sober company of people. Very few have died—in fact the deaths have been nearly restricted to one family (Taylor, from Virginia). The men have had so little sickness as that already twenty of them have by their own labor cleared land and planted enough breadstuffs for their support in that article after they cease drawing rations. Bishop Payne arrived here from Palmas in the Shirley: He visited Lower Buchanan last week and ranged about inland considerably, so as to explore the face of the country and notice the soil upon which the city is to be built. He is highly, highly pleased, as some of his letters to the United States by the Shirley will show. He pronounces the City of Buchanan the New-York of Liberia—as possessing the greatest commercial advantages of any city or place in Liberia. The British have commenced in good carnest to especials a Mission at Lower Buchanan, where a good school will be regularly kept. The school is to be conducted on the manual labor system, (a system that I highly approve.) and has applied for at least ten acres of land in connection with the Mission premises.

I am my dear Sir, very respectfully, yours, &c.

STEPHEN A. BENSON.

I am, my dear Sir, very respectfully, yours, &c., STEPHEN A. BENSON.

# ST. THOMAS.

ST. THOMAS.

From Our Own Correspondent.

St. Thomas. W. I., Monday, Dec. 19, 1853.

Since the disappearance of yellow fever in June last, which has raged for eighteen months—more especially among the shipping, however—the health of this town and island has been remarkably good. But now we are threatened with that other more alarming seourge, from which this island has hitherto been exempt—the Asiatic cholera. This was reported to have broken out the fore part of last week at Nevia, one of the Windward Islands, some two hundred miles to the south-east; and on Friday the alarming intelligence was brought to town that it had made its appearance at an estate on the north side of this island, some six miles distant. Five persons were said to have died of it already, and new cases of death were reported on Saturday and yesterday, making the whole number at the last accounts, ten on that estate. Reports last evening, which are generally credited, say that one or two deaths have also occurred on other estates. Two deaths have also occurred on the restance of the disease; and the other yesterday, of a person who is said to have been out to the estate from motives of curiosity. Communication is now cut off between the infected district and the town, and the authorities will doubtless institute measures to guard the city from the approach of the disease. But the most serious apprehensions are entertained by all classes, and particularly the colored population, who are excessively alarmed by the approach of the least dangers, and whose manner of life and general improvidence is such that multitudes would be swept off, should it break out among them.

The United States frigate Columbia, which arrived in this have reserved.

that multitudes would be swept off, should it break out among them.

The United States frigate Columbia, which arrived in this harbor yesterday morning, has also three cases of Small Pox on board.

She comes directly from New-York, and bears Commodore Stou, hten, who we are told has appointed this a place of rendezvous for the ships under his command. There was, of course, abundance of firing of cannon during the forenoon in salutes, and return salutes between the Columbia and a Danish man-of-war lying here, and the Danish Fort in town.

Columbia and a Danish man-of-war lying here, and the Danish Fort in town.

The Southampton steamer arrived this morning early, two or three days behind her time.

The new steam propeller Curlew, from New-York the 7th, arrived on the afternoon of the 16th, making the passage in nine days, including the ordinary delay of some hours at Bermuda. She has made a very good passage. Her passengers, however, make bitter complaints of her as a sea boat—that being very narrow, she rolls dreadfully.

The Cart of an American park from California for New-

The Capt, of an American bark from California for New-Orleans, which put in here some days since, for supplies, died on the morning of the 13th, and was buried the next morning on shore; after which the vessel put to sea. She had a cargo of Guano.

The American ship Clayborne, from Rochelle to New-Orleans, with a valuable cargo of whose and wilks and one

Orleans, with a valuable cargo of wines and silks, and one hundred and fifty German emigrants, went ashore on the Anegada Reef, and with her entire cargo, is a total loss. Her crew and passengers were all saved, and the latter have mostly been sent on to New Orleans, by a vessel from this port.

Another American vessel—Atlas from Baltimore bound.

ther American vessel---Atlas, from Baltimore, bound Another American vessel—Atlas, from Baltimore, bound also to New-Orleans, with four hundred and fifty German emigrants, was entirely dismasted by a gale of the 24th Nov., and after floating about for several days, was discovered a week or two since, from an estate on the east end of the Island, and intelligence being communicated here, she was towed in by a French steamer lying here. She is undergoing repairs, and her passanegers are here, waiting to be transported to New-Orleans.

## BERMUDA.

We have advices from Bermuda to Dec. 21. The Bermudian of that date says:

"When we recently announced the return of Governor Elliot to these Islands at a time of sickness entirely unexampled in the history of this Colony, we remarked that it was highly probable that His Excellency was clothed with instructions having for their object a thorough investigation as to the origin of the n alignant fever which suddenly made its appearance in St. George's at the close of Angust last. We were correct in that unicipation. We now learn on good authority that such instructions were placed in Capt. Elliot's hands by the Secretary of State, and that His Excellency has taken the initiatory steps toward fulfilling the wishes of the Home Government.

"By the arrival of the brigantine Lady of the Lake, Capt. Hill from Demerara, which port she left on the 28th ult, we learn that on the morning of the following day, Belivar, Capt. Berrynan, in a sinking condition, deeply laden with rum and sugar. The Bollvar was bound to London, and had only been two days our from Demerara. Capt. Hill immediately rendered the Bollvar was promptly removed to the Lady of the Lake, and capt. Berryman being anxious to save his vessel, a part

of the crew of the "Lake" was sent on board the Holin to assist at the punors, the B. having at the time six a water in the hold. At first there appeared some possible of saving the vessel, as the quantity of water in the law was very perceptibly diminished after the relay of has was very perceptibly diminished after the relay of has water regained its former mastery, and rapidly increase water regained its former mastery, and rapidly increase evidently from a new leak!—leaving the crew and Capacity only sufficient time to remove their clothes to the "Lake boat and push off; for before they had reached the law vessel the Bolivar suddenly went down. Cap. Hill land the Captain of the B. with his wife and crew at Barbadoe

### THE GREAT STORM AT THE EAST

The Boston papers, which have been detained seven days by the great body of snow upon the railroad trust came upon us yesterday in a perfect avalance. They come ample details of the late storm, some of which we subjoin. From The Boston Post of Priday.

The great Snow Storm of Thurnday, Dec. 29, 1833, we be referred to in the almanacs. It began in these pasts about 1 o'clock in the morning, but did not become violent after 3 o'clock. It did thereafter foriously increase, increasing did continue through the day, not abating at the going down of the invisible sun; or, if the snow second is have stopped failing from the clouds, the wind edill such that which had fallen wildly in all directions, forming will like those we read of, but have n't actually had the please of wallowing through in Boston for a number of years he past.

The land mail from New York, due in Boston at say

From The Boston Atlas of Saturday.

The Storm.—The heaviest fall of snow experienced some years, has almost completely blocked up the passof trains on the various railroads, and the mails a been received but from a few points. As fast as trains force themselves through, the snow seems to back on the track, which immediately becomes as passable as ever. The New York land route trains, in this city at 5 P.M., and midnight of Thursday, reach this city about 1 o'clock yesterday afternoon; but learn that the snow fell in on the track as they estimate the state of the passage of the next train as ficult as theirs. The train from Fall River, due in feult as theirs. The train from Fall River, due in feult as theirs. The train from Fall River, due in feult of the same places, is said to have been thirteen feet deep, three engines were barely sufficient to force a pasthrough it. The steamer Ray State, of the same treached New York at 12 o'clock Thursday night, and on her return yesterday morning.

through it. The steamer hay clack of the reached New York at 12 o'clock Thursday night, and be on her return yesterday morning.

The northern trains from Rouse's Point, via Lower reached this city yesterday forenoon, having met with be comparatively little detention. They met no snow of consequence until they reached West Andover, N. H., as their progress was not impeded until they reached this side of Manchester. The greatest obstruction was between Lowell and this city.

No trains have arrived from Stonington, Providen Norwich, New Bedford, the South shore, or from a point to the eastward of this city since Thursday morning the Eastern, Maine, Providence, Stonington, and Old Ony Railroads (the latter beyond the junction at Son Breintree,) appear to be complety blocked up by the graquantity of snow which has fallen. Trains have befored through on the Worcester, Western, Fitchbur Lowell and Fall River roads, but the tracks are almost much impeded as ever. The snow in the direction Fitchburg is said to be about one quarter as deep as this vicinity.

From The Providence Journal of Friday.

Snow Storm.—Yesterday we had an "old fashion the states and an old fashion at the states and an old fashion and the states are almost an almo

Snow Stoum.—Yesterday we had an "old fashion "enow storm," one that must have satisfied even the who are constantly referring to the past, and complain that not even the thunder and the storms of the presents generate days are equal to those of the good old times.

The snow commenced falling at 11 o'clock Wednesd evening, and continued until 4 o'clock yesterday afternoalthough it continued to blow so that the air was fill with the flakes. Till 4 or 5 o clock Thursday morning the snow fell pretty level—but at that time the wind rose, a has been blowing ever since almost a gale. The snow drifted, in some of the streets, to the depth of four or freet, and in other places the ground is quite bare. In not easy to estimate the depth to which it has fallen on level. vel. Against some of the sidewalks it has been cut down,

Against some of the sidewalks it has been out down, as presents an even wall, ranging from three to five feet in light. Very praiseworthy efforts were made by many the good people to make the walks in front of their house and shous passable, and this was in some degree access plished in the central streets.

A vigorous attempt was made to get through on the Boston read, A train of three locomotives and one or two cars made its way out seven miles, when it encountered snow drift that proved too much for it. At five o'clot the snow was drifting over the train, the wood and wate exhausted, and the fire out.

No attempt was made to get a train over the Stoningter road.

From The Springfield Republican of Saturday.

THE SNOW STORM AT THE EAST.—The blockade of the Beaton and Worcester Railroad by the snow storm of Thursday, we believe is without precedent in severity-certainly it is quite extraordinary. But one train gotover the road between Worcester and Boston, either way, or Thursday; that was the first one out of Boston whose arrival here we have already mentioned. The express train that started only half an hour, 8 A. M., had two engines, but only reached Framingham, twenty five miles, at 1 P. M. There it got an additional engine, and proceeded a mile and a half further, at which point it stuck fast is a big snow drift, and could go neither forward or backward. And here, with frozen up engines, the train, with over sixty passengers, nine of whom were ladies, were obliged to remain from 1 P. M. on Thursday till 9 A. M. on Friday—twenty hours. The snow was so deep that it was impossible, without great effort, for passengers to wade back to Framingham. Several attempted it, and part of them were frost bitten on the journey.

At the hour mentioned on Friday morning the train was

part of them were frost bitten on the journey.

At the hour mentioned on Friday morning the train was dug out by an extra locomotive and Irish force, and came on to Springfield, arriving here at 3; P. M., having been over 31 hours from Boston to Springfield!

No other trains attempted to leave Boston on Thursday. The express of Friday morning started out with five engines and one car, and was an hour getting one mile.

No train from Boston of Friday had reached Worcestage 10 P. M.

No train from Boston of Friday had reacted worcester at 10 P. M.

The severity of the storm east of Worcester is given to us as almost beyond description. It snowed heavily all through the day on Wednesday, while the wind blew a gale, and piled the snow up in huge drifts in some placed no less than 10 feet deep.

From The Boston Transcript, 31st.

Large Snow Banks.—A merchant of this city who resides in Lynn, informs us that he reached Boston by private conveyance yesterday, as the trains did not run upon the railways. He reports an immense body of snow it he deep cuts upon the Salem Turnpike. In many placed in North Chelsea the snow is full 20 feet deep for a distance of 40 rods. The citizens of the town had turned out to break open the paths.

out to break open the paths.

in North Cheisea the snow is full 20 feet deep for a distance of 40 rods. The citizens of the town had turned out to break open the pains.

From The Bostoc Atlas of Friday.

The Storm—In East Boston, Chelsea, South Bostof and the neighborhood, it is drifted as high as twelve and fourteen feet, and in our streets it is piled up in irregular ledges from four to six feet in hight.

The tide rose unusually high in the harbor, and overflowed a number of wharves, causing considerable inconvenience to the occupants of store houses and cellar, whose property lay in exposed situations. The water recover a pertion of Long wharf, and into the salt stores of Messrs. Bent & Blake, and Edward Oakes & Co., daraging their stock of salt to some extent. The grossf store of Charles F. Eaton & Co., was overflowed to the goods, as they had been removed to a sale place. The store of John Mahan also suffered from the water. Constitution wharf was flooded with water.

A number of cellars in the different purts of the clywer overflowed by the rising of the tide, and as far my Merchants row the water rose in some cellars two luchs above the floor, but no great damage was done.

Sea st. was also overflowed, and for a while traval over it was impeded. The Traveller says the water completely submerged the Old Colony Railroad bridge at South Beton, and two heavy locomotives were placed upon the draw to prevent it from being washed away. This road, it is said, has suffered severely by the storm and tide.

The Providence Journal of Saturday morning says:

"A train of three locomotives left Providence depot of the Stonington Road yesterday morning, and got back at the store of the care for the distance of a quarter of a mile in several places. The accommodation train that left Stonington, Thursday morning, with two locomotives, reached Siocum's Corner, two and a half miles this ride of Kingston, at 2 o'clock. Here it study fast in the snow, the forward locomotive of the track, and the wood and water being exhausted, it could not be moved eithe

ACCIDENT ON THE CENTRAL RAILROAD - The train on the Central Railroad which left Buffalo at 50 clock on Thursday afternoon, was thrown off the track near Bergen, General Co., either by the breaking of an axle or some other case. One car filled with passer gers, was thrown completely of the track and turned upside down. The tender and two